

No. 11905 Survey held at Liverpool Date 22 March 1853  
on the Barkentine Annies Master William Chambers  
Tonnage Old 414 Built at Prince Edward Island When built 1852 Launched  
New 412  
By whom built Duncan Owners Dawson & Co  
Port belonging to London Destined Voyage Antigua  
If Surveyed while Building, Afloat, or in Dry Dock in Dry Dock & Afloat

Length aloft .....	Feet. <u>116</u>	Inches. <u>5</u> / <u>10</u>	Extreme Breadth .....	Feet. <u>23</u>	Inches. <u>7</u> / <u>10</u>	Depth of Hold .....	Feet. <u>18</u>	Inches. <u>4</u> / <u>10</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Room and Space .....	<u>25</u>	Inches.		<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.	
Floors.....sided	<u>12</u>	Moulded	<u>14</u>	Keel to Bilge .....	<u>3 1/2</u>	Limber Strakes .....	<u>5</u>	
1 <sup>st</sup> Foothooks.....	<u>11</u>	"	<u>—</u>	Bilge Planks .....	<u>5 1/2</u>	Bilge Planks .....	<u>5</u>	
2 <sup>nd</sup> Ditto.....	<u>11</u>	"	<u>9</u>	Bilge to Wales .....	<u>3 1/4</u>	Ceiling in Flat .....	<u>3</u>	
3 <sup>rd</sup> Ditto.....	<u>9</u>	"	<u>8</u>	Wales .....	<u>5</u>	Ditto Bilge to Clamp .....	<u>3 1/2</u>	<u>5</u>
Top Timbers .....	<u>8-9</u>	"	<u>7</u>	Short Hoods .....	<u>—</u>	Hold Beam Clamps .....	<u>5</u>	
Deck Beams N° <u>28</u> Average Space } <u>4 feet 7</u>	<u>10 1/2</u>	"	<u>10 1/2-11</u>	Topsides .....	<u>4 1/2</u>	Deck Beam Ditto.....	<u>5</u>	
Hold Beams N° <u>18</u> Average Space } <u>4 feet 6</u>	<u>11 1/2-12</u>	"	<u>11 1/2-12</u>	Sheer Strakes .....	<u>4 1/2</u>	Ceiling 'twixt Decks .....	<u>3 1/2-4</u>	
Keel .....	<u>12 1/2</u>	"	<u>15</u>	Plank Sheers.....	<u>4</u>	Hold Beam Shelves .....		
Keelsons .....	<u>14</u>	"	<u>26</u>	Water-Ways .....	<u>9</u>	Deck Beam Ditto.....		
Scarphs of Ditto .....	<u>6 feet 6</u>	"		Upper Deck .....	<u>3</u>			

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.					
Heel-Knee, and Deadwood abaft	Copper	Iron	Transoms and throats of Hooks	Copper	Iron
Scarphs of Keel.....N°.	2in	2in	Arms of Hooks	Copper	2in
Floor Timber Bolts	2in	2in	Bolts thro' Bilge & Limber Strakes	Copper	2in
Kelson ditto	2in	2in	Butt End Bolts	Copper	2in
			Lower Pintle of the Rudder	3 1/4	
			Hold Beam	2in	
			Deck Beam	2in	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, consist of Black Birch & Spruce the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Spruce & Yellow Pine and are free from all defects. The Floors consist of Black Birch & Spruce The First Foothooks of Black Birch Timber. The Second Foothooks of Black Birch The Third Foothooks of Spruce The Top Timbers of Spruce The Shifts of the first and second Foothooks are not less than N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are The Frame is squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is The alternate Frames are bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place. The Frame is chocked with Butt at each end of the chock. The Main Keelson is Spruce and free from all defects. The False Keelson is Black Birch & Birch The Deck Beams consist of Spruce The Hold Beams of Spruce The Knees of Spruce & Hackmatack

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Black Birch From the above named Height to the Light Water Mark Black Birch & Spruce From the Light Water Mark to the Wales Spruce The Wales and Black-strakes are Hackmatack & Spruce The Topsides Hackmatack & Spruce The Sheer-strakes Hackmatack and Plank-sheers Spruce The Water-ways Spruce The Decks Yellow Pine State of Good The Shifts of the Planking are not less than 5 Feet Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 3 between

Planking Inside.—The Limber-strakes are Black Birch & Birch the Bilge Planks Black Birch & Birch The Ceiling, Lower Hold, Black Birch, Birch Between Decks Spruce Shelf Pieces None Clamps Spruce

Fastenings.—To Hold Beams board double lodging knees, and 10 pair of iron hanging knees, to a pair of which Rides are attached extending down to take two bolts into the substantial part of Deck Beams board double lodging knees and 10 pair of iron hanging knees Number of Breasthooks 5 Pointers 3 per aft Crutches one Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes Copper bolted through and clenched. Treenails of Hackmatack How Made Engine turned General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel, Builder's Signature Surveyor's Signature



Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .				N <sup>o</sup> .	Weight.	
2	Fore Sails,	Chain <u>Tested</u>	24 11	13 1/2	3	22-0-8
1	Fore Top Sails,	Hempen Stream Cable	90	7		19-2-11
2	Fore Topmast Stay Sails,	Hawser	90	6 1/2	1	18-3-0
1	Main Sails,	Towlines				
2	Main Top Sails,	Warp	90	4 1/2	1	5-0-0
and <u>well found in other sails</u>		All of <u>Good</u> quality.				

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has one Long Boat and on other

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Good

### General Remarks—Statement and Date of Repairs.

Lists have been left out for the examination of the Timbers of the frame, and Turnails have been driven out and found to be Good. To two hold Beams iron hanging knees cannot be put. The hold Beams are rather smaller than what is required by our altered Rules. But as the Deck Beams are much larger, and as the hold Beams might have been 6 feet apart instead of 4 feet 6 had the vessel been 3 less in depth we respectfully leave it to the Committee whether she should be classed as stated below or not. When this vessel was building it was not known to the builder that any alteration had been made in the size of Beams.

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done

I am of opinion this Vessel should be Classed 4 A 1

The Amount of the Fee.....£ 5 : - : - is received by me,

Special .....£ 2 : 2 : -

Certificate (if required) .....£ 2 : 12 : -

Committee's Minute 24<sup>th</sup> March 1853

Character assigned 1 for 4